



FEDERAL HIGHWAY ADMINISTRATION FINDING OF NO SIGNIFICANT IMPACT (FONSI)

For

**SR-68, BANGERTER HIGHWAY TO SARATOGA SPRINGS
UTAH AND SALT LAKE COUNTIES, UTAH**

PROJECT NUMBER HPP-TI-STP-0068(42)26

PROJECT DESCRIPTION

The Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA) are proposing to re-construct 10.3 miles of SR-68 (Redwood Road) in Utah and Salt Lake Counties. The Selected Alternative begins just south of the future Pony Express Parkway in Saratoga Springs, milepost (MP) 30.5, and extends north to Bangerter Highway at MP 40.8. It serves the residential and commercial traffic of the urbanized cities of Saratoga Springs, Eagle Mountain, Lehi, Bluffdale and surrounding areas.

The purpose of the Selected Alternative is to:

- Increase SR-68 capacity to accommodate existing and 2030 future traffic and reduce congestion along the project corridor; and
- Increase transportation safety for all users by improving SR-68 in accordance with current design standards, adding bicycle lanes and shoulders, improving intersections; and improving wildlife corridor connectivity.

Description of Selected Alternative

The Selected Alternative consists of widening SR-68 from two/three lanes to five lanes with two through lanes in each direction and a center turn lane from Saratoga Springs to Bangerter Highway. The roadway cross section includes two general purpose lanes in each direction and a center lane to accommodate turn movements. Each side of the roadway will have a shoulder, a bicycle lane within the shoulder, curb and gutter and a park strip with sidewalk along the majority of the Project. Sidewalks will not be constructed as part of the project in Saratoga Springs, where developers are required to construct them. The Selected Alternative is illustrated in Appendix A of the EA.

In the urban area of Bluffdale, the roadway surface grade and curves will be designed and constructed to meet current AASHTO design standards for a 50 mph design speed. Outside of Bluffdale the roadway will be designed for a 60 mph design speed. Existing access to residences and businesses will be maintained. Intersections will be improved by adding left and right turn lanes as needed based on the traffic analysis.

Based on comments received on the EA during the public comment period a signal analysis of the corridor was performed to identify locations where signals would meet warrants within the next five years. As a result of this analysis two signalized intersections are proposed as part of the Selected Alternative. The first new signal will be located at Harvest Hills Boulevard in Saratoga Springs. The second will be located at either 10000 or 10400 North in Saratoga Springs, just south of Camp Williams. The exact location will be determined during the design



phase of the roadway project as warranted by the UDOT's policies on Access Management and traffic.

Wildlife crossings will be constructed at three locations along the Project corridor. For each of the wildlife crossings, fencing will be placed adjacent to the ends of each structure and run along the right-of-way line on both sides of SR-68. The locations of the three wildlife crossings are:

- Wildlife Crossing #1 – This crossing is located near Camp Williams' south access road and will combine the Provo Reservoir Canal with a wildlife trail under SR-68. The Provo Reservoir Canal crossing under SR-68 will be realigned and tie into the existing canal east of the new roadway. The wildlife trail will cross under SR-68 along the southern bank of the new channel. The crossing will require a bridge structure that is approximately 100 feet long with 2:1 dirt side slopes.
- Wildlife Crossing #2 – This wildlife crossing is located north of the Camp Williams' truck entrance and will accommodate wildlife, along with pedestrian and vehicle traffic from Camp Williams. It will be constructed as a typical roadway under-crossing with 2:1 dirt side slopes. The cross section of the road under SR-68 will be 28 feet wide; the minimum height will be determined, in coordination with the Utah National Guard, during the design phase of this project. The bridge will be wide enough to accommodate the road as well as a 12 foot wide pedestrian/wildlife trail.
- Wildlife Crossing #3 – The third wildlife crossing is a shared pedestrian crossing at the location of the proposed/future Bonneville Shoreline Trail. This area currently has an existing 36-inch reinforced concrete pipe that acts as a crossing for small animals. The crossing will be a 20 foot wide by 15 foot tall box culvert.

PROJECT ALTERNATIVES

A total of seven alternatives were considered in the EA as possible solutions to address the transportation purpose and need. These include:

- No Build;
- Transportation System Management (TSM) and Transportation Demand Management (TDM);
- Transit Only;
- Combination of TSM/TDM, Transit and Three Lane Alternatives;
- Seven Lane Alternative, three northbound and three southbound travel lanes with a center turn lane;
- Three Lane Alternative, adding a center turn lane; and
- Five Lane Alternative, five lanes with two northbound and two southbound travel lanes with a center turn lane.

A description of each alternative is included in the EA. The alternatives considered were analyzed through a screening process which evaluated their ability to meet the Project's purpose and need along with its objectives. For the mainline, evaluation of alternatives relied on a screening level analysis of projected roadway Level of Service (LOS) based on daily traffic volumes.



Alternatives that would likely result in an unacceptable LOS E or F for the majority of the corridor were eliminated from further consideration. Alternatives that resulted in a LOS D or better, were eliminated if other alternatives with fewer environmental impacts resulted in an acceptable level of service.

Based on the analysis and comparison of the Project options, the Five-Lane Alternative will meet the project purpose and need and is the Selected Alternative. The improvements will provide adequate capacity to reduce congestion to an acceptable level. Roadway improvements combined with congestion relief will enhance safety on the roadway. This alternative was screened against environmental concerns associated with potential right-of-way and relocation impacts to adjacent properties. Environmental screening determined that the proposed five lane footprint would result in lower environmental impacts than the larger seven-lane footprint. Therefore, the Five-Lane alternative was studied in the EA as the build alternative.

PROJECT IMPACTS AND MITIGATION

This EA determined that the Selected Alternative would not have negative impacts to the following environmental resources

- Land Use
- Recreation Resources, Public Facilities, and Environmental Justice (part of Social Resources)
- Economics
- Pedestrian and Bicyclist Considerations (addition of bicycle lane is a positive for this resource)
- Air Quality
- Geology, Soils and Topography
- Floodplains
- Water Quality
- Wildlife and Utah Sensitive Species
- Threatened and Endangered Species
- Visual Quality.

Each of these is discussed in detail in the EA; and their impact is minimal and no mitigation is proposed for these resource areas. In addition, the EA concluded that the Selected Alternative would not have cumulative or secondary impacts.

Table 1, Selected Alternative Impacts and Mitigation, summarizes the expected project impacts and mitigation from the Selected Alternative. The environmental resources for which project-related impacts are expected to occur include farmland, social resources (includes utilities and canals, right-of-way and relocations), noise, wetlands and waters of the U.S., invasive species, historical and archeological resources, and hazardous materials.

Table 2, Selected Alternative Construction Impacts and Mitigation, summarizes the expected impacts during the construction phase of the Selected Alternative. During construction there impacts are anticipated for traffic and access; noise; air quality; farmlands; water quality; utilities and canals; geology, soils and topography; hazardous materials; hazardous materials; invasive species; public information and coordination; and construction work hours.



Table 1: Selected Alternative Impacts and Mitigation

Impacts	Mitigation
Farmland	
A total of twenty acres of farmland will be converted to non-agricultural uses (roadway). A total of six acres of Prime and Unique farmland and fourteen acres of Agricultural Protection Area (APA) will be impacted. No farmland areas will be divided; existing farms will remain operational and economically productive.	Access will be maintained to all farmland along the corridor. The impacted irrigation features and structures will be restored. In addition, a new signal will be added at either 10000 North (future 2100 North) or at 10400 North to provide a safe crossing for farming equipment on the east and west sides of SR-68.
Social Resources	
<p>The social resources discussed in the EA include recreational resources (no impact), public facilities (no impact), utilities and canals, environmental justice (executive order 12898 – no impact) and right-of-way and relocations.</p> <p><u>Utilities and Canals</u> – A number of utilities exist within the proposed roadway footprint including overhead power lines. Canals along the Project corridor include the Saratoga Canal, Provo Reservoir Canal, South Jordan Canal, and the Utah and Salt Lake Canal. Canals that cross the project will be temporarily impacted. The extent of impact to utilities and canals will be determined during the design phase.</p> <p><u>Right-of-Way and Relocations</u> – The Selected Alternative will require the relocation of four residences: three located between 14300 South and 14200 South on the west side of SR-68 and the other at 14041 South on the east side. An additional residence and business may also require relocation that will be determined during design (located at 14284 South SR-68 on the west side). A total of 161 parcels along the Project corridor will be impacted resulting in the acquisition of 40.9 acres of right-of-way.</p>	<p><u>Utilities and Canals</u> – Utilities that need to be relocated will be identified during design. Canals that cross the Project will be evaluated for structural integrity and will either be extended or replaced. About 850 feet of the South Jordan Canal will be piped. Other canals will be studied during the design phase to determine if they need to be piped. The project will minimize disruptions to the canal service. UDOT will coordinate with the utility companies to ensure that utilities are restored.</p> <p><u>Right-of-Way and Relocations</u> – All property will be acquired in accordance with federal, state procedures and policies. All relocations will be conducted in accordance with federal and state law. The Uniform Relocation Assistance and Real Property Acquisition Policies Act will be followed during the right-of-way process of this Project.</p>



Table 1: Selected Alternative Impacts and Mitigation

Impacts	Mitigation
Noise	
<p>A total of 120 noise impacts at sensitive receivers (Activity Category B) will occur with the Selected Alternative. These impacts include six commercial properties (above 70 dBA), the Bluffdale City Cemetery, and a church in Bluffdale. None of the receivers are above 74 dBA and no receiver had an absolute increase greater than 9 dBA (difference between existing and Selected Alternative noise levels).</p>	<p>Noise restriction signs currently exist along SR-68 in Bluffdale. These signs state a restriction on the use of compression brakes to help lower traffic noise levels. They will be replaced or maintained once the construction is completed.</p> <p>In Saratoga Springs, one noise wall will be constructed at the Dalmore Meadows subdivision. This wall will be a minimum of eight feet high and 800 feet long (with a break for Dalmore Meadow Drive which is the access into the subdivision from SR-68). The balloting process identified a majority of the front row and impacted receivers favor this noise wall. Of the 12 front row and impacted receivers, 9 responded in favor for this wall. Aesthetic treatments will be developed with community representatives during the design process.</p> <p>Another noise wall was considered at the Hillcrest Condominiums in Saratoga Springs near the Harvest Hills subdivision. However, the owners of the condominiums did not respond to UDOT's option of a noise wall in front of their condominiums. No wall will be constructed at that location.</p> <p>In Bluffdale, noise walls were also evaluated. However, there was no location where noise walls are considered reasonable, feasible and cost effective. The number of accesses onto SR-68 and the spacing between existing homes limit the length and therefore, the effectiveness of noise walls.</p>
Wetlands and Waters of the U.S.	
<p>One wetland area is located along the project corridor. It is located along the banks of the Provo Reservoir Canal and is approximately 0.17 acres in size. The Selected Action will impact approximately 0.03 acres of the wetland area.</p> <p>Six of the seven Waters of the U.S. in the project area will be impacted including Utah Distributing Canal, Provo Reservoir Canal, Beef Hollow, Utah and Salt Lake Canal, South Jordan Canal.</p>	<p>A Clean Water Section 404 permit will be obtained prior to the start of construction activities. Mitigation may include in-lieu fee and/or revegetation of the Provo Reservoir Canal wetland areas. UDOT will continue to coordinate with Army Corps of Engineers to obtain the necessary permit.</p>



Table 1: Selected Alternative Impacts and Mitigation

Impacts	Mitigation
Invasive Species	
Invasive weed species have the potential to exist along the Selected Alternative in undeveloped areas. They may be spread as part of the construction activities.	The Contractor will be required to use UDOT Special Provision 02945S – Invasive Weed Control to minimize the potential spread of invasive weed species.
Historic and Archaeological Resources	
The Selected Alternative will have an Adverse Effect, as defined by Section 106 of the National Historic Preservation Act, on four historic houses in Bluffdale. It will have a No Adverse Effect on all of the canal crossings. A Section 4(f) Evaluation has been prepared and included as Chapter 4 of the EA.	A Memorandum of Agreement has been executed between UDOT, FHWA, and SHPO that includes mitigation measures. (Need to make sure a signed copy of the MOA is in the document) An Intensive Level Survey will be conducted at the four Adverse Effect historic properties. This will include documentation of the structures with maps and photographs. The Contractor will be required to adhere to UDOT Standard Specification 01355 – Environmental Protection if any historic, archaeological, or paleontological localities are discovered during construction.
Hazardous Waste Sites	
Two areas have been identified as having underground storage tanks. They are located at the LDS Church Welfare Service site in Lehi and the Maverick Country Store in Bluffdale.	The Contractor will be required to follow UDOT Standard Specification 01355 – Environmental Protection. If contaminated soil or hazardous substances are encountered during construction, all work will stop and construction activities will be coordinated with UDOT and the Utah Division of Environmental Response and Remediation.



Table 2: Selected Alternative Construction Impacts and Mitigation

Impacts	Mitigation
Traffic and Access	
During construction there will be short term and temporary impacts to motorists and pedestrians from construction traffic delays. There is the potential for traffic detours during construction. There will be temporary impacts to adjacent properties accesses. Access and/or parking may be modified during construction.	The Contractor will be required to follow the Manual on Uniform Traffic Control Devices. Construction activities will be planned to minimize traffic detours, congestion and delays. Two lanes of traffic, one in each direction, will be maintained at all times. Advance notice will be given for all road closures and traffic detours as practicable. Access to businesses, customer parking and residences will be maintained throughout construction.
Noise	
There may be a temporary increase in noise from construction activity.	Construction noise impacts are considered temporary and will be minimized through contractors adhering to UDOT Standard Specifications for noise and vibration control (UDOT Standard Specification 01355 – Environmental Protection, subsection 1.8 Noise and Vibration Control). The Contractor will adhere to local jurisdiction laws and regulations regarding construction noise.
Air Quality	
Construction activities, especially associated with excavation and earth work, will temporarily impact air quality by increased amounts of larger dust particles. Odors may be present during paving activities.	The Contractor will be required to follow UDOT's Standard Specification 01572 - Dust Control and Watering.
Farmlands	
Construction activities could disrupt farming operations. These impacts would be temporary.	The Contractor will be required to maintain access to farmlands during construction. Also, see Utilities and Canals for irrigation issues.

Table 2: Selected Alternative Construction Impacts and Mitigation

Impacts	Mitigation
Water Quality	
There is the potential to impact surface water quality from sediment and erosion during construction. There is a potential to impact groundwater if there are spills or leakage of contaminants materials during construction.	<p>Disturbed areas will be reseeded and planted with native vegetation as soon as feasible.</p> <p>Best Management Practices (BMPs) will be used to minimize storm water runoff effects.</p> <p>Irrigation features will be maintained during construction so that farming dependent upon them will continue to be economically viable.</p> <p>A Storm Water Pollution Prevention Plan will be prepared prior to construction activities. This plan is designed to minimize the storm water impacts to receiving waters during construction.</p>
Utilities and Canals	
Construction will require the relocation and/or re-construction of several utilities.	<p>Advance notice will be given regarding anticipated disruptions to utility service. UDOT will coordinate with the various utility companies during the design phase of this project. The Contractor will be required to coordinate with the utility companies and irrigation companies prior to any disruptions.</p> <p>Water carried by the irrigation facilities will continue to reach farmers during construction. BMPs will be used to maintain the quality of the water within the irrigation facilities during construction.</p>
Geology, Soils and Topography	
The construction activities will disturb soils along the project corridor. These will be temporary impacts.	The Contractor will be required to revegetate disturbed areas as soon as feasible to minimize soil erosion.
Hazardous Materials	
Construction activities could result in accidental spill of hazardous materials, particularly petroleum products. Contractor may encounter hazardous materials during construction not previously identified.	<p>The contractor will be required to contain all areas used for refueling.</p> <p>Upon discovery of hazardous materials during construction, the contractor will be required to notify UDOT immediately and cease all construction related activities in the area. The Contractor will be required to follow UDOT Standard Specification 01355 – Environmental Protection.</p>



Table 2: Selected Alternative Construction Impacts and Mitigation

Impacts	Mitigation
Invasive Species	
The potential exists for invasive plant species to be introduced and propagated in the Selected Alternative roadway and adjacent right-of-way.	The Contractor will be required to follow UDOT's Special Provision 02924S – Invasive Weed Control, during construction activities. The BMPs listed in this specification include washing equipment (i.e. earth movers, graders, trucks) prior to their use and applying an herbicide along the project corridor prior to construction to control the spreading of these noxious species. Also, disturbed areas will be revegetated with native, non-invasive species as soon as feasible.
Public Information and Coordination	
	A public information plan will be developed and implemented as part of the construction phase of this project. The plan may include regular updates to the local jurisdictions general public, notification to businesses of construction schedules and anticipated inconveniences, coordination with emergency response personnel.
Construction Work Hours	
	Construction work hours will be coordinated with the local jurisdictions and UDOT.

COORDINATION

NEPA requires effective and ongoing public participation during the development of an environmental document. Stakeholders included representatives of the local governments (Saratoga Springs, Bluffdale, Eagle Mountain, and Lehi), the Utah National Guard representing Camp Williams, the LDS Church, and the general public. Stakeholders were invited to participate in the process.

The scoping period for the SR-68 Project began with the scoping public meetings that were held August 9 and 10, 2006, in Saratoga Springs and in Bluffdale, respectively. Presentations were given prior to the public meetings to Camp Williams' officials and the city councils of Lehi, Saratoga Springs, Bluffdale, and Eagle Mountain. These meetings occurred August 9, July 11, 18, and 25, and August 1, 2006, respectively. Other informal meetings were convened with resource agency staff and LDS Church Property Management staff. The Salt Lake Bicycle Club requested a presentation that was given September 7, 2006.



Comments were addressed and responses provided as appropriate. Comments received during the NEPA process were used to identify issues for scoping and were considered in the development of the Selected Alternative.

The public comment period on the EA began on April 11, 2007 and ended on May 11, 2007. A total of 27 comments on the EA were received. Comments were received by email, through the comment forms collected at the public hearings and through comments taken by the court reporter in attendance at these hearings.

Two public hearings were held. The Bluffdale hearing held April 25, 2007 had sixty people sign-in. The Saratoga Springs meeting held April 26, 2007 had twenty-nine people sign-in. Graphics were displayed that summarized the information presented in the EA. A summary matrix of impacts and mitigation measures of the roadway improvements as compared to the No-Build Alternative was presented on boards. Aerial photographs of the Selected Alternative were displayed and project staff was available to answer questions. Comments received during the public comment period included support for the current roadway plan, need for noise walls in various locations, specific property impacts related to right-of-way acquisition, need for traffic signals, need to maintain farm access, and wildlife crossings.

SECTION 4(f) EVALUATION

A cultural resource survey was performed for this EA to comply with Section 106 requirements. Previously inventoried properties and properties identified in an intensive-level archaeological inventory and a selective reconnaissance-level architectural survey were documented in July and August 2006. FHWA and UDOT prepared a Determination of Eligibility (DOE). The purpose of a DOE is to document the findings of the Cultural Resources Inventory and to have SHPO concur with these findings. The DOE for this project was signed by SHPO on November 2, 2006.

The impacts to historic properties resulting from the Selected Alternative are categorized by criteria established by Section 106 and its implementing regulations (36 CFR 800). These include No Effect (No Historic Properties Affected), No Adverse Effect, or Adverse Effect. The types of impacts are determined by FHWA and UDOT, followed by concurrence from SHPO. These are documented in a Finding of Effect (FOE). The FOE for this project received concurrence from SHPO on January 19, 2007.

For purposes of the Section 4(f) Evaluation, a “use” of a Section 4(f) resource occurs when there is a finding of No Adverse Effect (de minimis) or Adverse Effect. Table 3, Historic Properties Used by the Selected Alternative includes the 4(f) resources that will be impacted.



Table 3, Historic Properties used by the Selected Alternative

Site/Address	Type of Section 106 Effect	Section 4(f) Use	Comments
Gardner Canal (42UT944)	No Adverse Effect	Minor Use (de minimis)	SR-68 (within the project limits) crosses over two segments of the Gardner Canal. <u>Segment 1:</u> Approximately 40 linear feet of the canal will be impacted through the placement of a new culvert. <u>Segment 2:</u> Approximately 25 linear feet of the canal will be impacted through the placement of a new culvert.
8251 So. SR-68, Saratoga Springs	No Adverse Effect	Minor Use (de minimis)	This historic property is on the west side of SR-68. The use would be a small strip take on its eastern property boundary. Partial right-of-way acquisition of 4,400 square feet required (about 6.8% of the property area). Alignment avoids house and contributing features.
Saratoga Canal (42UT945)	No Adverse Effect	Minor Use (de minimis)	SR-68 crosses over one segment of the Saratoga Canal. Approximately 150 linear feet of the canal will be impacted through culvert extensions and/or placement of a new culvert.
Utah Lake Distributing Canal (42UT946/42SL286)	No Adverse Effect	Minor Use (de minimis)	SR-68 crosses over two segments this historic canal. <u>Segment 1:</u> Less than 20 linear feet of the canal will be impacted through the placement of a new culvert or culvert extensions. <u>Segment 2:</u> Approximately 100 linear feet of the canal will be impacted through realignment and/or placement of a new culvert or culvert extensions.
Provo Reservoir Canal/Murdock Ditch (42UT947/42SL287)	No Adverse Effect	Minor Use (de minimis)	SR-68 crosses over two segments of this canal (one is Utah County and the other in Bluffdale). <u>Segment 1:</u> Approximately 45 linear feet of the canal will be impacted through the placement of a new culvert. In addition, approximately 300 feet of the canal may be realigned. <u>Segment 2:</u> Less than 45 linear feet of the canal will be impacted through the placement of a new culvert.
Utah and Salt Lake Canal (42SL295)	No Adverse Effect	Minor Use (de minimis)	The SR-68 project will cross over this canal in Bluffdale. Approximately 40 linear feet of the canal will be impacted through the placement of a new culvert or culvert extensions.



Table 3, Historic Properties used by the Selected Alternative

Site/Address	Type of Section 106 Effect	Section 4(f) Use	Comments
South Jordan Canal (42SL291)	No Adverse Effect	Minor Use (de minimis)	The SR-68 project will cross over this canal in Bluffdale. Approximately 850 linear feet of the canal will be piped or placed in a culvert to accommodate the widening of SR-68. However, the overall historical integrity of the canal will not be altered.
14284 So. Redwood Rd	Adverse Effect	Complete Use	This historic house is located in Bluffdale on the west side of the roadway. The project will require a complete take of property. Alignment avoids house but eliminates access. Access cannot be restored because of the roadway geometry and steep side slopes.
14214 So. Redwood Rd	Adverse Effect	Complete Use	This historic house is located in Bluffdale on the west side of the roadway. The project will require a complete take of property and removal of the eligible historical outbuilding. The ineligible historical residence associated property will need to be removed, thereby changing the setting, feeling, and association of the eligible outbuilding.
14186 So. Redwood Rd	No Adverse Effect	Minor Use (de minimis)	The Selected Alternative will require a strip take and partial right-of-way acquisition (approximately 4,400 square feet). Alignment avoids house and contributing features.
14166 So. Redwood Rd.	No Adverse Effect	Minor Use (de minimis)	The Selected Alternative will require a strip take and partial right-of-way acquisition (2,200 square feet). Alignment avoids house and contributing features.
14140 So. Redwood Rd	No Adverse Effect	Minor Use (de minimis)	The Selected Alternative will require a strip take and partial right-of-way acquisition (2,300 square feet). Alignment avoids house and contributing features.
14129 So. Redwood Rd	No Adverse Effect	Minor Use (de minimis)	The Selected Alternative will require a strip take and partial right-of-way acquisition (1,500 square feet). Alignment avoids house and contributing features.
14100 So. Redwood Rd	No Adverse Effect	Minor Use (de minimis)	The Selected Alternative will require a strip take and partial right-of-way acquisition (1,500 square feet). Alignment avoids house and contributing features.

Table 3, Historic Properties used by the Selected Alternative

Site/Address	Type of Section 106 Effect	Section 4(f) Use	Comments
14041 So. Redwood Rd	Adverse Effect	Complete Use	This historic house is located on the east side of SR-68. The Selected Alternative will require a complete take of property. Fill will either impact or require the relocation of this eligible historic house. The sidewalk will be less than 15 feet from the house.
13880 So. Redwood Rd	Adverse Effect	Complete Use	This historic house is located on the west side of the roadway near the Bangerter Highway intersection. The Selected Alternative will require only a small portion of this historic property; small strip take and minor right-of-way acquisition. Alignment avoids house but impacts contributing historic ditch that runs between SR-68 and historic house.

The findings of No Adverse Effect conclude that the Selected Alternative will not alter directly or indirectly any of the historic characteristics of the resources that make them eligible for the NRHP. Based on these considerations, FHWA and UDOT have made the determination that there is a de minimis impact on these resources with SHPO concurrence and that no avoidance analysis is required. An avoidance analysis was performed for the resources that have been determined as an Adverse Effect (highlighted in Table 4-3) by the Selected Alternative. A Memorandum of Agreement (MOA) has been executed between FHWA, UDOT, and SHPO; a copy is included in Appendix B of the EA. The MOA stipulates how the adverse impacts to historic properties will be resolved prior to construction of the Selected Alternative. The MOA includes the documentation of the historic resources adversely impacted through the completion of an Intensive Level Survey (ILS). An ILS will be completed for the four historic properties adversely impacted. The ILS includes the following:

- Photographs that show such attributes as the interior, exterior, and streetscape. This will include an adequate number of professional quality black and white photographs;
- Research material including a copy and a negative of the legal historic tax card (if available); and
- Repository of all materials with the Division of State History, Historic Preservation Office to be placed on file.



Section 4(f) Evaluation Determination

Based on the above consideration, there is no feasible and prudent alternative to the use of land from:

- 14284 South Redwood Road, Bluffdale
- 14214 South Redwood Road, Bluffdale
- 14041 South Redwood Road, Bluffdale
- 13880 South Redwood Road, Bluffdale

These resources are located in Bluffdale City (Salt Lake County) Utah. The Selected Alternative includes all possible planning to minimize harm to the historic properties listed above that results from such use and is considered the alternative that results in the least harm to Section 4(f) resources.

FINDING OF NO SIGNIFICANT IMPACT REQUIREMENTS

23 CFR 771.111(f) requires evaluation of the following in a FONSI:

- The project must connect logical termini and be of sufficient length to address environmental matters on a broad scope.
- The project must have independent utility or independent significance.
- The project must not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Logical Termini

The southern terminus of the Selected Alternative is at MP 30.5 in Saratoga Springs; just south of the future Pony Express Parkway connection that extends west into the rapidly growing city of Eagle Mountain. MP 30.5 is approximately 2,000 feet south of the future Pony Express Parkway to allow for transitioning back to the existing two-lane roadway. Pony Express Parkway is planned to connect to 400 North in Saratoga Springs west of SR-68 (planned as a seven-lane road connecting to SR-68 from Eagle Mountain). It will be relocated one-half mile south at some time in the future.

The northern terminus of the Selected Alternative is at Bangerter Highway in Bluffdale and will tie into the existing intersection. Bangerter Highway is a limited access, six-lane facility that connects to I-15 in Draper at approximately 13800 South. Improvements on SR-68 north of Bangerter Highway have been approved through previous studies.

Independent Utility

The Selected Alternative does not depend on the construction of other roadways or facilities. Reconstruction of SR-68 along the Project corridor will provide independent utility and independent significance by improving this north-south corridor that serves existing and planned commercial and residential development.



Other Transportation Projects

As proposed, the project would not affect UDOT and/or local government roadway projects to make improvements to existing roadways or preclude the construction of other new roadways in the area.

CONCLUDING STATEMENT

SR-68 improvements are needed to accomplish the following objectives:

- Improve connectivity between existing and proposed transportation arterials and highways;
- Provide a safer roadway;
- Provide transportation infrastructure that meets current roadway standards and will be an asset to the community;
- Provide a transportation facility that operates at an acceptable Level of Service (LOS) and meets UDOT's goal of LOS D;
- Maximize long-term roadway capacity by managing access concurrent with UDOT policies and existing and planned land uses; and
- Improve emergency response time and availability of emergency response teams.

FHWA has determined that there has been proper consideration of avoidance alternatives to environmentally sensitive areas. Proper mitigation where avoidance is not practical has been provided for impacts resulting from the Selected Alternative.

DETERMINATION

FHWA has determined that the Selected Alternative, SR-68 from Bangerter Highway to Saratoga Springs, will have no significant impact on the human or natural environments. This Finding of No Significant Impact is based on the attached Environmental Assessment and Section 4(f) Evaluation, which has been independently evaluated by FHWA and has been determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

9-21-07

Date


Federal Highway Administration